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PORT HEALTH AUTHORITY.



ANNUAL REPORT

OF THE  
Medical Officer



FOR YEAR ENDING

31st December, 1946.



BY

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Medical Officer,

Weymouth Port Health Authority.

HEALTH  
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# WEYMOUTH PORT HEALTH AUTHORITY.

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To the Chairman and Members of the Weymouth Port Health  
Authority.

10th March, 1947.

Gentlemen,

In accordance with the duty imposed by the Ministry of Health, in the Sanitary Officers' Regulations, 1935, the following Report of the operations of the Weymouth Port Health Authority for the year 1946 is submitted in the form and sequence indicated in the Ministry's Circular 210/46, dated 2nd December, 1946.

Article XVII. (5) of the Regulations provides that a Medical Officer of Health shall as soon as practicable after the 31st December in each year make an Annual Report to the Local Authority up to the end of December on the sanitary circumstances, the sanitary administration, and the vital statistics of the district, containing, in addition to any other matters, upon which he may consider it desirable to report, such information as may from time to time be required by the Minister.

Article XXVII. (18) of the Regulations provides that the Sanitary Inspector shall as soon as practicable after the 31st December in each year, furnish the Medical Officer of Health with a tabular statement containing the following particulars.

(a) The number and nature of inspections made by him during the year.



(b) The number of notices served during the year, distinguishing statutory from informal notices.

(c) The result of the service of such notices.

### **Constitution of Port Health Authority.**

The Port was permanently constituted a Port Sanitary District by the Local Government Board on October 1st, 1897.

The Weymouth Port Health Authority consists of fifteen members chosen by the respective riparian Authorities as follows:—

Seven by the Mayor, Aldermen, and Burgesses of the Borough of Weymouth and Melcombe Regis.

Four by the Urban District Council of Portland.

Two by the Rural District Council of Dorchester.

Two by the Rural District Council of Wareham and Purbeck.

### **Limits of Jurisdiction.**

“ A line drawn due South from the seaward extremity of the common boundary of the parishes of Puncknowle and Abbotsbury to the nearest point in the seaward boundary of the Customs Port of Weymouth, a line drawn from such last-mentioned point and thereafter following the seaward boundary of the Customs Port of Weymouth to the point at which the said boundary is intersected by a line coincident with the common boundary of the Customs Port of Weymouth and Poole, and a line drawn from such last-mentioned point, and thereafter following the common boundary of the Customs Port of Weymouth and Poole to its termination at St. Alban's Head in the parish of Worth Matravers; together with the waters of

the said Port of Weymouth within such limits, and all docks, basins, harbours, creeks, channels, roads, bays, and streams within the aforesaid limits, and the place or places which may from time to time be appointed as the Customs boarding station or stations for such part of the said port, and the place or places for the time being appointed for the mooring or anchoring of ships for such part of the said Port, under any regulations for the prevention of the spread of disease issued under the authority of the Statute in that behalf, and for the purposes of any such regulations as aforesaid, shall also extend to any ship which in pursuance thereof, or of any directions given thereunder, shall be moored or anchored at the place appointed thereunder as aforesaid, or shall be on its way hither."

### **Apportionment of Expenses.**

The Town Council of the Borough of Weymouth and Melcombe Regis and the Urban District Council of Portland each contribute according to the full rateable value of their districts. The Councils of the Rural Districts of Wareham and Purbeck and Dorchester contribute according to one-half the rateable value of their riparian parishes.

TABLE A.

## 1.—Amount of Shipping entering the Port during the Year 1946.

	Number.	Tonnage.	Number inspected. By the Medical Officer of Health.	Number reported to be defective.	Number of vessels on which defects were remedied.	Number of vessels re- ported as having had during the voyage, in- fectious disease on board.
Foreign:—						
Steamers	343	197278	5	331	1	—
*Motors	54	40027	4	51	3	—
Sailing	4	54	—	3	—	—
Fishing	1	7	—	1	—	—
Total Foreign	402	237366	9	386	4	Nil
Coastwise:—						
Steamers	51	28029	1	38	8	—
*Motor	95	4247	1	11	—	—
Sailing	8	93	—	—	—	—
Fishing	6	124	—	4	—	—
Total Coastwise	164	32493	2	53	8	Nil
Total Foreign and Coastwise	566	269859	11	439	12	—

\*Includes mechanically propelled vessels other than steamers.



**TABLE B.****II.—Character of the Trade of the Port.****(a) Passenger Traffic during the year.**

No. of Passengers.	1st and 2nd Classes.	3rd Class.	Transmigrants.
Inwards ...	27309	Nil	Nil
Outwards ...	26365	Nil	Nil

The above figures represent the passenger traffic between Weymouth and the Channel Islands.

No passengers were landed from foreign ports during the year.

**(b) Cargo Traffic.****(1) Principal Imports.**

The principal imports are fruit, vegetables, and eggs from the Channel Islands and the North of France. Cargoes of oil cake, building materials, road stone, coal, oil, and flour, from both foreign and coastwise are also discharged here.

**(2) Principal Exports.**

Until the beginning of the war the Port was chiefly used for the supply of bunker coal to steamers from the coal-hulks in Portland Roads. Early in the war these hulks were destroyed by enemy action, and have not since been replaced. There is consequently no bunkering done at present, except by the Admiralty in cases of emergency.

The exports at Weymouth consist mainly of general food stuffs, hardware, corn, agricultural machinery, and artificial manures, in transit to the Channel Islands.

At Portland the principal export is Portland stone.

**(3) Foreign Ports from which vessels arrived during 1946:—**

Abandan, Antwerp, Caen, Casablanca, Cherbourg,

Curacao, Gotbenburg, Havre, Kotka, Kristinehamn. Rotterdam, Safi, St. Malo, St. Nazaire, Stockholm and Trinidad.

The Port is not approved for the landing of aliens.

### **III.—Source of Water Supply.**

#### **(a) For the Port.**

The water supply for drinking purposes is obtained directly from the public supply, both at Weymouth and Portland.

#### **(b) For Shipping.**

Vessels coming alongside in Weymouth Harbour are supplied directly from the mains on shore by hosepipes. Vessels in the Roads are being supplied from the Admiralty water boats, and those which come alongside at Portland are being supplied from the Admiralty hydrants.

#### **(c) Hydrants and Hosepipes.**

All water passing through these is supplied by the Local Authority concerned. It is chlorinated at its source, and is therefore free from contamination. Hosepipes are well flushed out after attachment to the hydrants before being put into operation for the filling of tanks.

#### **(d) Number of Water Boats and their Sanitary Condition.**

The Port Health Authority possesses no water boats of its own. Admiralty water boats, of which three are in use, supply vessels in the Roads. Their sanitary condition is looked after by the responsible Naval Authorities, and appears to be quite satisfactory.

### **IV.—Port Health Regulations, 1933 and 1945.**

#### **(1) Arrangements for dealing with Declarations of Health.**

The master of every foreign-going vessel approaching the Port is supplied with a copy of the form of declaration of health



by the pilot boarding the vessel. It is customary in this Port for all foreign-going vessels to be boarded by a pilot on approach. The declaration when completed by the master is handed to the Customs Officer or Officer of the Port Health Authority, whoever is first to arrive on board. If the answer to any of the health questions on page 1 of the declaration is in the affirmative, free pratique will not be granted by His Majesty's Customs until the vessel has been visited by the Port Medical Officer. Officers of the Port Health Authority, arriving on board before the Officer of Customs, complete an "All Clear" certificate, when circumstances permit, to be delivered to the Customs Officer on his arrival. Health declarations tendered to, and in the possession of His Majesty's Customs, are collected and filed by the Sanitary Inspector.

**CONFIDENTIAL.**

**P.S.1.**

### **Weymouth Port Health Authority.**

PORT HEALTH REGULATIONS, 1933 and 1945.

## **DECLARATION OF HEALTH**

(To be rendered by the Master of a foreign-going ship arriving in England or Wales from a Foreign Port).

**Before answering the following questions, read the instructions on page 4**

Port of Arrival ..... Date.....  
 Name of Vessel ..... From.....to.....  
 Nationality of Vessel ..... Master's Name.....  
 Net Registered Tonnage .....  
 Deratisation or } Certificate..... Dated.....  
 Deratisation }  
 Exemption } Issued at .....  
 No. of } Cabin.....No. of crew.....  
 Passengers } Deck.....  
 No. of any other Persons on board .....  
 List of ports of call from commencement of voyage with dates  
 of departure.  
 .....  
 .....

Health Questions.	Answer Yes or No
1. Has there been on board during the voyage* any case or suspected case of plague, cholera, yellow fever, typhus fever or small-pox? Give particulars in the Schedule ... ..	.....
2. Has plague occurred or been suspected amongst the rats or mice on board during the voyage,* or has there been an unusual mortality amongst them? ... ..	.....
3. Has any person died on board during the voyage* otherwise than as a result of an accident? Give particulars in Schedule ... ..	.....
4. Is there on board or has there been during the voyage* any case of illness which you suspect to be of an infectious nature? Give particulars in Schedule ... ..	.....
5. Is there any sick person on board now? Give particulars in Schedule ... ..	.....
Note.—In the absence of a surgeon, the Master should regard the following symptoms as ground for suspecting the existence of infectious disease: Fever accompanied by prostration or persisting for several days, or attended with glandular swelling; or any acute skin rash or eruption with or without fever; severe diarrhoea with symptoms of collapse; jaundice accompanied by fever.	
6. Are you aware of any other condition on board which may lead to infection or the spread of infectious disease? .....	.....

I hereby declare that the particulars and answers to the questions given in this Declaration of Health (including the Schedule) are true and correct as to the best of my knowledge and belief:

Signed .....  
(Master)

Countersigned .....

Date..... (Ship's Surgeon)

\* If more than six weeks have elapsed since the voyage began, it will suffice to give particulars for the last six weeks:

# *Schedule to the Declaration.*

Particulars of every case of illness or death occurring on board.

Name	Class or Rating	Age	Sex	Port of Embarka- tion	Date of Embarka- tion	Nature of Illness	Date of its Onset.	Results of Illness	Disposal of Case.†

\* State whether recovered; still ill; died.

† State whether still on board; landed at (give name of port); buried at sea.



## FOR THE INFORMATION OF THE WEYMOUTH PORT HEALTH AUTHORITY.

(The following particulars are not prescribed by the Port Health Regulations, but are requested in order to assist and expedite the work of the Port Medical Officer).

Name of Owners or Agents .....

Nature of Cargo .....

.....

### Details of Persons on board:—

		British.	Alien.
<i>(a) Crew</i>			
<i>(a) White</i>	... ..	.....	.....
<i>(b) Coloured</i>	... ..	.....	.....
Totals	... ..	.....	.....
		British.	Alien.
<i>(b) Passengers</i>			
<i>(a) 1st Saloon</i>	... ..	.....	.....
<i>(b) 2nd Saloon</i>	... ..	.....	.....
<i>(c) 3rd Saloon</i>	... ..	.....	.....
<i>(d) Steerage</i>	... ..	.....	.....
Totals	... ..	.....	.....
<i>(c) Other Persons on board</i>	... ..	.....	.....
<i>(d) Passengers landed at Port of Weymouth</i>	... ..	.....	.....

## INSTRUCTIONS TO MASTERS.

The master of a foreign-going ship approaching a port in England or Wales from a foreign port must ascertain the state of health of all persons on board, and must fill in and sign the Declaration of Health as set forth on pages 1 and 2.

1. The Master should—

- (1) If there are any circumstances on board requiring the attention of the Medical Officer, send a wireless message to:—"Portelth, Weymouth," stating the name of his vessel and the time on the 24-hour clock she is expected to arrive. This message must be sent off not more than 12 hours and not less than 4 hours before the arrival of the ship.
- (2) If there are any circumstances on board requiring the attention of the Medical Officer, if the ship is not fitted with wireless:—
  - (a) Notify the Port Health Authority of the arrival of the ship as soon as possible.
  - (b) By day, when within the limits of the port, hoist the flag signal in the 1931 International Code of Signals, "LIM," signifying "I require Port Medical Officer."
- (3) Hoist whichever of the Quarantine Signals is appropriate as set out in page 356 of the British Edition of the 1931 International Code of Signals for Visual Signalling, i.e.,

(a) BY DAY.—

When the ship is within three miles of the coast or within the port waters;

(i.) Q flag, signifying—"My ship is healthy and I request free pratique"; or

(ii.) The Two Flag Signal QQ, signifying—"My ship is suspect, that is to say, I have had a case, or cases, of infectious disease more than five days ago, or there is an unusual mortality among rats on board"; or

(iii.) The Two Flag Signal QL, signifying "My ship is infected, that is to say, I have had a case, or cases, of infectious disease less than five days ago."

(b) BY NIGHT:—

When the ship is in port waters, a red light over a white light, the lights not more than six feet apart, and signifying "I have not free pratique."

If the answer to any of the questions on page 1 is "YES," free pratique will not be granted by His Majesty's Customs until the vessel has been visited by the Port Medical Officer.

II. Where a foreign-going ship comes to a port in the United Kingdom from a foreign port and makes a Declaration of Health, and thereafter within six weeks calls at another port or ports in England or Wales in completion of its voyage, the Master shall report on arrival to the Customs Officer or Officer of the Port Health Authority, whichever first boards the ship, every case of illness (being a case which, if he were making a Declaration of



Health, he would be required to include in the Declaration) which has occurred on the ship since the making of the Declaration and has not already been reported.

- III. This Declaration of Health must be completed and ready to deliver to the Officer of H.M. Customs, or Officer of the Port Health Authority, whichever shall first board the vessel.
- IV. Article 16 (i.) of the Port Sanitary Regulations, 1933, states:—  
 “Where a ship arrives from a foreign port no person other than a Pilot, a Customs Officer, an Immigration Officer, or a person acting in the execution of these Regulations shall, without the permission of the Medical Officer or other Authorised Officer of the Port Health Authority, board or leave the ship until it is free from control under these Regulations, and the Master shall take all steps necessary to secure compliance with this provision.”
- V. The maximum penalty for breach of the Port Health Regulations, 1933 and 1945, is £100. and in the case of a continued offence, a further penalty not exceeding £50 for every day during which the offence continues

M. J. SAUNDERS,

Medical Officer of Health to the Port of Weymouth.

Weymouth Port Health Authority.

In addition to those supplied to pilots, Health Declaration Forms are also in possession of His Majesty's Customs and the Shipping Agents, who issue them to masters of outward-bound vessels when circumstances indicate.

## **(2) Boarding of Vessels on Arrival.**

The following classes of vessels are boarded by the Medical Officer of Health on their arrival:—

(a) All vessels flying the Two Flag Signals, “Q.Q.” or “Q.L.,” by day, or showing the appropriate lights, by night.

(b) All vessels in relation to which a declaration of health has been completed, and in which the answer to any of the questions on page 1 is in the affirmative.

(c) All vessels which, although they may possess a clean declaration of health, have come from or called at any foreign port or seaboard which is included in the list prepared in pursuance of the provisions of Article 11.



(Article 11 provides that the Medical Officer shall from time to time prepare and keep up to date a list of foreign ports and seaboard which are infected or believed to be infected or which serve an area affected or believed to be infected with plague, cholera, yellow fever, typhus fever or small-pox, and shall supply copies of every such list and any amendment thereof to the pilots and Customs Officers employed in the district. In the preparation and amendment of such lists, the Medical Officer shall take into account all information sent to him from time to time by the Minister).

The Medical Officer, when boarding vessels, is usually accompanied by the Port Sanitary Inspector. All vessels entering the Port are boarded by His Majesty's Customs, and vessels arriving from ports South of Brest and North of the Elbe are boarded by pilots from their cutter in Weymouth Bay.

The Sanitary Inspector, in addition to boarding vessels at their berths in Weymouth Harbour, Castletown Wharf and the Admiralty Pier, also boards vessels at anchor in Portland Harbour and Weymouth Bay.

**(3) Notification to the Authority of inward vessels, requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc.).**

Vessels arriving from ports South of Brest and North of the Elbe must be navigated into the Port by either a licensed pilot, or a master or mate holding a license from the Weymouth Sub-Commissioners. Masters of vessels arriving from the scheduled list of ports, or having infectious or suspected infectious disease on board, are instructed by the pilots to hoist the quarantine flag by day and the quarantine lights by night, and to anchor in the Roadstead, pending examination by the M.O.H. On the arrival of such vessels in the Roads the M.O.H. is informed by telephone, by H.M. Customs. The agents of the vessel also notify the M.O.H. The M.O.H., Deputy M.O.H., and Sanitary Inspector have each a telephone at their private residences. Notification of arrival of vessels is also sometimes received from H.M. Signal Station, Grove Point, and from wireless messages.

The nearest receiving station for wireless messages is situated at Niton (Isle of Wight), over 40 miles distant, but during and since the war many wireless messages from inward vessels requiring special attention have been transmitted to us through the Admiralty receiving station in Portland.

**(4) Mooring Stations designated under Article 10: (a) within the docks, (b) outside the docks.**

Article 10 provides that in every district one or more mooring stations within the docks shall be established by the Health Authority with the concurrence of the Customs Officer and the Harbour Master in such a situation as to enable a ship to be moored without coming into contact with other ships or with the shore. Provided that the Medical Officer, with such concurrence as aforesaid, may designate as a special mooring station for any particular ship some place so situated as aforesaid other than an established mooring station, and any special station so designated shall in relation to that ship be deemed to be a mooring station.

Owing to the acute congestion which usually prevails in the docks at Weymouth and Portland it was not found possible to establish a special mooring station within the docks for infected or suspected ships. It was, therefore, arranged with the concurrence of the Customs Officer and Harbour Master, and with the approval of the Ministry, that such ships will be allowed to proceed to their ordinary berths within the docks, but will be breasted off until the arrival of the Medical Officer.

Article 10 also provides that an additional mooring station outside the docks shall be established by the Health Authority with the concurrence of the Customs Officer in every district in which a satisfactory mooring station can be so established.

In order to comply with this section of the Article, it has been agreed with the Chief Officer of Customs that the old mooring station in Portland Harbour be the new mooring station under the Regulations for quarantine purposes.

The arrangement for breasting off infected or suspected ships at their ordinary berths within the docks is purely a formal compliance with the Regulations, as steps have been



taken to prevent such ships from entering the docks in the first place, unless it is a case of minor infectious disease which has to be dealt with. The outer mooring station in Portland Harbour is within hailing distance of all ships passing into the Weymouth Docks and Portland Dockyard, and the Harbour Masters concerned have agreed that any infected or suspected ship with the docks as their objective shall be directed in good time to proceed to the outer mooring station for inspection by the Medical Officer.

**(5) Particulars of any standing exemptions from the provisions of Article 14.**

This Article provides that where a ship (whether a foreign-going ship or not) arrives in a district from a foreign port and it appears to the Customs Officer from answers to questions in a declaration of health or from answers to enquiries made by him or otherwise—

- (a) That during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) there has been on the ship a death from illness suspected to be of an infectious nature or a case of such illness; or
- (b) That the ship has called at a port or seaboard included in the list referred to in Article 11; or
- (c) That during the voyage (or, where the voyage has lasted more than six weeks, during the last six weeks) plague has occurred or been suspected amongst rats or mice on the ship or sickness or death not attributable to poison or other measures for destruction has occurred amongst the rats or mice on the ship;

he shall direct that the ship shall be taken to and detained at a mooring station unless the Medical Officer or other authorised officer of the Health Authority otherwise allows.

It has been deemed advisable for the present not to grant any standing exemptions from the provisions of this Article.



**(6) Experience of working Article 16.**

This Article contains the important new provision that where a ship (whether "foreign-going" or not) arrives from a foreign port no unauthorised person may board or leave the ship until it is free from control. It also gives the Medical Officer power, before granting permission to any person to leave a ship, to require him to state his name and his intended destination and address, and to give any other information which the Medical Officer may reasonably think necessary for transmission to the Local Authority of the area within which the intended place of destination of the person is situate.

No difficulty has been experienced in working Article 16 in this Port, as all ships coming under control of the Regulations are either anchored at the outer mooring station, or, if having on board only minor infectious disease, are breasted off at their usual berths until the arrival of the Medical Officer.

**(7) What, if any, arrangements have been made for:—****(a) Premises and waiting rooms for medical examination.**

None are provided in this Port.

**(b) Cleansing and disinfection of ships, persons and clothing and other articles.**

The method used for disinfection of quarters varies according to the nature of the infection. For bacterial infections, the quarters are sprayed with formaldehyde solution, and subsequently thoroughly cleansed and freely ventilated. Where an insecticide is indicated, fumigation with sulphur dioxide (liberated from cylinders of the liquid gas) is employed, and the rooms are left sealed for eight hours. In addition, in some cases, the woodwork is treated for the destruction of bugs.

When persons have been required to be cleansed and freed from vermin, arrangements have been made with the Weymouth Borough Council for such measures to be carried out at their Isolation Hospital. The same arrangement have been made with regard to clothing and other articles, which are conveyed to the disinfectors of the Weymouth Borough Council, when disinfection is required. Recently we have acquired a

supply of D.D.T. powder and a blower for disinfestation of verminous persons, which will obviate sending them to the Weymouth Hospital for this purpose.

**(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the Regulations.**

Arrangements have been made with the Weymouth Borough Council for their Isolation Hospital to be used as required.

**(d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Small-Pox, and other infectious diseases.**

All cases of infectious disease, with the exception of Small-pox, will be accommodated at the Weymouth Borough Isolation Hospital.

Arrangements were made in 1943 with the Weymouth and District Joint Hospital Board for the removal and accommodation of Small-Pox cases at the Wareham Rural District Isolation Hospital.

**(e) Ambulance Transport.**

Motor ambulances, provided by the Public Authorities of Weymouth and Portland, are available for hire at any time during the day or night.

**(f) Supervision of Contacts.**

Where it appears reasonably necessary to prevent the spread of infection either in the district of the Health Authority or elsewhere, contacts are prohibited from leaving ships until the requisite arrangements have been made for their cleansing or disinfection as soon as they land, and then only on condition that they shall proceed to the place appointed for that purpose, which is now the Weymouth Borough Isolation Hospital.

In addition to the above precautions, all contacts are required to give to the Medical Officer the precise address to



which they are proceeding in the first place after landing, so that the Medical Officer of Health of the district concerned may be informed, and if they change their address at any time within 14 days of disembarkation, they are warned to notify forthwith their new address to the Medical Officer of the Weymouth Port Health Authority.

In order to facilitate matters in this respect, and make it easier for these requirements to be fulfilled, all contacts, before leaving ships, are supplied with printed postcards (Form P.S.3) which contain all the necessary instructions with regard to their obligations under Article 16 (3) of the Regulations, and which require only a few spaces to be filled in before posting.

**(8) Arrangements for the Bacteriological or Pathological Examination of Rats for Plague.**

Specimens of rats are sent from time to time to the Seamen's Hospital, London, for bacteriological examination, where an examination of spleen smears is a routine practice, in the absence of mortality. With a mortality, a closer examination is directed.

**(9) Arrangements for other Bacteriological and Pathological Examinations.**

Specimens of blood, stools, etc., are also sent to the Seamen's Hospital for examination, where this appears to be desirable.

Pathological material, in connection with Venereal Diseases is sent to the County Laboratory, Dorchester.

**(10) Information as to the location, days and hours of the available facilities for the diagnosis and treatment of Venereal Disease among Merchant Seamen under International arrangements, including in-patient treatment; also as to the steps taken to make these facilities known to seamen.**

There is a Clinic at No. 1, Wyke Road, Weymouth, for the diagnosis and treatment of Venereal Disease. It is open to men on Tuesdays and Fridays at 5 p.m., but the Medical Superintendent gives special facilities to merchant seamen whose sailing duties prevent them from attending at the specified hours. Facilities are also provided for in-patient treatment when required.



Enquiries are made on all ships entering the Port, either by the Medical Officer or the Port Inspector, as to the occurrence of Venereal Disease on board. Notices of warning as to the dangers of neglect of proper treatment of these diseases, and giving the address and hours of the nearest Clinic, are handed to the master. Information is also given to seamen suffering from Venereal Disease, and who are proceeding to other towns, as to where treatment can be obtained.

In accordance with the suggestions made by the Special Commission on the Application of the Brussels Agreement in their second communication issued in January, 1937, the Port Authority has also furnished all necessary information on the treatment of Venereal Disease to the local Consuls, and Seamen's Homes, in order that seamen may readily obtain the information from these sources.

#### **(11) Arrangements for the Interment of Dead.**

A ship entering the Port with a dead body on board is immediately visited by the Medical Officer, with a view to examining the body and making any necessary enquiries regarding the cause of death. If it is believed that death was due to an infectious disease, the body is removed to the mortuary of the Isolation Hospital used in connection with the Port. If death was due to causes not of an infectious nature, the body is removed to the nearest public mortuary. In either case the body is detained in the mortuary pending the Coroner's instructions.

Interment of infectious cases is carried out in a local burial ground under the supervision of the Health Authority, while interment of non-infectious cases may be carried out locally, or the body sent by rail to deceased's home by arrangement with the shipping agents.

#### **(12) Other matters, if any, requiring or receiving attention.**

Since the Shipping Agents withdrew their tugs from Portland Harbour in the early part of the war, boarding facilities have been very unsatisfactory. The Weymouth Port Health Authority does not possess a boarding launch of its own, and difficulty is often experienced in hiring a suitable

craft, especially at night. The Sanitary Inspector is usually able to hire a motor-boat at Weymouth for his day-time duties, but as most of the boarding has to be done from Portland, where no suitable motor-boats are at present available, it means that the Medical Officer and Sanitary Inspector are frequently obliged to brave the elements in a small open boat. Fortunately, but not as a standing agreement, on a few occasions when a sick man had to be landed, the Admiralty came to our assistance by providing a drifter for such purpose. The matter of purchasing a suitable craft, both for boarding vessels and landing cases of illness, has been considered by the Authority, but the expense involved has so far proved to be a stumbling block.

**TABLE C.****Cases of Infectious Sickness landed from Vessels.**

Disease.	Number of Cases during the year.		Number of Vessels concerned.
	Passengers.	Crew.	
Nil	Nil	Nil	Nil
Nil	Nil	Nil	2

**TABLE D.****Cases of Infectious Sickness occurring on Vessels during the voyage, but disposed of prior to arrival.**

Disease.	Number of Cases during the year.		Number of Vessels concerned.
	Passengers.	Crew.	
Nil	Nil	Nil	.6

No cases of Plague, Cholera, Yellow Fever, Small-Pox or Typhus occurred, and no plague-infected rats were discovered. No severe outbreak of Malaria occurred on any arriving ship during the year.

**V.—Measures Against Rodents.****(1) Steps taken for Detection of Rodent Plague.****(a) In Ships in the Port.**

All vessels arriving from ports where plague is known to exist are boarded by the M.O.H., and the crews and passengers



examined. Careful enquiries are made as to the evidence of the existence of plague among rats on board, i.e., whether any sick or dead rats have been seen, and the date and place of the last fumigation. A close examination is made by the Sanitary Inspector on the discharge of a cargo, on ships arriving from a foreign port, as to the presence of any mortality among the rats on a ship—such mortality would be found either on the opening of the hatches, or even quite late in the discharge of cargo.

As vessels from infected ports very rarely discharge any cargo here, action is limited to the time the vessel is alongside the coal hulks, or at anchor in the Roads. During this period, trapping is insisted upon, and if rats are caught specimens are sent for bacteriological examination.

**(b) On Quays, Wharves, Warehouses, etc., in the vicinity of the Port.**

A similar careful watch for mortality among rats is kept on quays and wharves. Specimens of rats caught are sent from time to time for bacteriological examination. Wharves and warehouses along the quay sides are not within the jurisdiction of the Weymouth Port Health Authority.

**(2) Measures taken to Prevent the Passage of Rats between Ships and the Shore.**

The vessels which enter Weymouth Harbour, and those coming alongside the Admiralty Pier, and Castletown Wharf, are of the smaller type of vessel. Very rarely do they come from infected ports. In connection with these craft, very little is done in the way of rat guards. For rat guards to be effective, the vessels should be breasted off from four to six feet. This would increase very considerably the cost of loading and unloading, and, in the circumstances, would not be justified. To put rat guards on the mooring ropes of these vessels, which lie close to the Quay and have a low free-board, has been found useless, as rats can easily pass over the ship's side. In the case of vessels where there is a risk of plague importation, all efficient precautions would be taken, i.e., breasting off from the Quay, rat guards on all mooring ropes, gangways carefully watched, etc.

Vessels discharging cargoes of grain from foreign ports are dealt with under the Rats and Mice (Destruction) Act, 1919, and the Port Sanitary Regulations, 1932. Instructions have been printed, and are placed on board the vessel when she comes alongside, requesting that (1) the ship is to be moored not less than six feet from the wharf, (2) gangways to be removed at night after working hours, and (3) rat guards to be placed on all hawsers leading from the ship to the shore. Should there be an inefficient number of rat guards, the hawsers are to be frapped with canvas, and freshly tarred every night, as a temporary measure.

If there is evidence of rats in ships, articles of cargo likely to harbour rats are examined before going overside; gangways pulled inboard at night, and ports on the quayside closed.

There are at present no coal hulks in the Port, but should they be reinstated a great source of danger would be the passage of rats between ships arriving from infected ports and the hulks. Several years ago, when the Port was used for bunkering, an attempt was made, in conjunction with the Coaling Companies, to obviate this danger. Rat guards were provided by the Coaling Company, and they agreed to breast off the ships six feet from the coal hulk. The breasting of the vessel off from the coal hulk was found to endanger the ship during heavy weather. When the vessel was not breasted off, the usefulness of the rat guards ceased. The position was about the same, as with ships close to the quay, with a low free-board. It was also found that the force of the wind, the rise and fall of the ship, and the chafing of adjacent ropes, threw them out of position and rendered them useless. The most that can be accomplished (unless there is a risk of Plague importation) as a routine measure, is to see that ports are closed and openings screened on the side next to coal hulks. The side next to the coal hulk has to be kept brilliantly lighted after sunset. As soon as coaling is finished, the vessel has to move away from the coal hulk. Trapping has to be carried on whilst the vessel is in the Port.



**(3) Methods of Deratisation of:—****(a) Ships.**

Trapping is practically the only method employed. Poison baits are occasionally used. When required, fumigation with sulphur, 3lbs. per 1,000 cubic feet of space; lowest limit of time, six hours. As the ships arriving in the Port are loaded or part loaded and discharge their cargo elsewhere, fumigation is not carried out. Notices are sent to the ports of discharge if rats are discovered.

**(b) Premises in the vicinity of Docks and Quays.**

No rat catcher is employed by the Authority. A part-time rat catcher is employed by the Admiralty, who looks after that portion of the Admiralty wharf where mercantile vessels discharge. Poison, traps, cats, dogs and a constant watch is kept where most necessary, by the Sanitary Inspector. Similar measures are taken by the adjoining local authorities, in connection with the buildings and stores in the vicinity of the quays. It is only by repeated attention and the frequent removal of gear and ropes, the daily clearing of all rubbish (not only from sheds, but from the wharves), that rats can be prevented from finding harbourage. Without the willing assistance of owners in this matter little can be done.

**(4) Measures taken for the Detection of Rat Prevalence in Ships and on Shore.**

(a) The ship is examined in all parts, more especially the main store room, for evidence of rats, noting the quantity of "droppings" and whether they are fresh or stale, (2) the presence of foot marks or tail marks, (3) gnawing of wood-work, (4) the presence of runs or holes, (5) damage to cargo, (6) enquiries from the master and crew.

(b) On Shore. The evidence looked for on quays, wharves and sheds is the same as that on ships. Baits are laid down by the Sanitary Inspector from time to time, and one judges on the number taken, whether there are many rats or not.

To combat the incidence and spread of Plague, the measures to be taken must be world-wide in their application, and hence arise the International Sanitary Conference of 1926. The findings of that Conference were embodied in a series of provisions, one of which (Article 28) requires "All ships except those engaged in national coastwise service shall be periodically deratised, or be permanently so maintained that any rat population is to be kept down to a minimum." The object of Article 28 of the Convention is to reduce to a minimum the rat population of ships without subjecting shipping to the expense of a routine fumigation. Article 28 should lead to uniformity of practice throughout the world, and for this reason it is welcomed. In conformity with the above provisions, the Ministry of Health have issued the Port Sanitary Regulations, which came into operation on May 1st, 1933.

Briefly, the purpose of these Regulations is to require every ship to have a certificate either that fumigation, trapping, or other methods of destroying rodents have been carried out under proper supervision, or that, after inspection, it was found that owing to the absence of, or the small number of rats on board, no measures against rats were necessary.

The former certificate is known as a Deratisation Certificate, the latter as a Deratisation Exemption Certificate. The certificate must be renewed every six months, but if a ship is proceeding to its home port the validity of the certificate is extended to seven months.

The Weymouth Port Health Authority is included amongst the ports in England and Wales at which the issue of these certificates is authorised.

#### **(5) Rat-proofing.**

##### **(a) To what extent are Docks, Wharves, Warehouses, etc., Rat-proof?**

At Portland there is no real rat-proofing in the correct sense of the word. At Weymouth the passengers' landing stage was re-constructed some years ago, and the old wooden



piling, etc., was replaced with concrete. New sheds were also erected, and facilities for rat harbourage were reduced to a minimum.

There are no sheds at either Weymouth or Portland for accumulating stores. Inward cargo is loaded directly from the ships to the trucks, and replaced by goods for immediate shipment. There is actually no storage.

**(b) Action taken to extend Rat-proofing.**

**(1) In Ships.**

When the Port Inspector on his visit to a ship finds evidence of gnawing in storerooms or food lockers, instructions are given for their repair in order to render them rat proof. On a vessel properly rat proofed, it is impossible for rats to run from hold to hold or from hold to storeroom in search of water, food, or nesting places, and a number of vessels of all nationalities are now constructed with due regard to this factor. On the older vessels, no attempts were made even to partially rat proof the vessels, and consequently it is very difficult to eliminate all rat harbourage and runs. An effort, however, is being made by a careful survey of the ships, and listing the defects, with a view to rat proofing. With the exception of the holds these defects can be remedied without interfering with the ordinary work on the vessel. It would be a decided step forward if it was made compulsory to rat proof cabins, crew places, and storerooms in all newly-constructed vessels.

**(2) On Shore.**

The wharves, quays, and land adjoining are outside the jurisdiction of the Authority.

## TABLE E.

**(1) On Vessels.**

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## TABLE F.

**(2) In Docks, Quays, Wharves, and Warehouses:**

[illegible]



TABLE C.

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from plague infected Ports arriving in the Port during the year.

No vessels, to be included in Table G, arrived in the Port during the year.

TABLE H\*.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage.	No. of Ships.	No. of Deratisation Certificates issued After fumigation with H.C.N.		H.C.N. Sulphur.		H.C.N. and Sulphur.		After Trapping, poisoning, etc.		Total	No. of Deratisation Exemption Certificates issued.		Total
		1	2	3	4	5	6	7	8	9			
Ships up to 300 tons	—	—	—	—	—	—	—	—	—	—	—	—	—
" from 301 tons to 1,000 tons...	1	—	—	—	—	—	—	—	—	—	1	—	1
" from 1,001 tons to 3,000 tons	1	—	—	—	—	—	—	—	—	—	1	—	1
" from 3,001 tons to 10,000 tons	1	—	—	—	—	—	—	—	—	—	1	—	1
" from over 10,000 tons...	—	—	—	—	—	—	—	—	—	—	—	—	—
Total ...	3	Nil	Nil	Nil	Nil	Nil	Nil	Nil	3	8			8

\* Applicable only to those Ports approved by the Minister of Health for the issue of Deratisation Certificates and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926 (Form Part II.).

## VI.—Hygiene of Crews' Spaces.

**TABLE J.**  
**Classification of Nuisances.**

Nationality of Vessel.	Number inspected during the year.	Defects of original construction.	Structural defects through wear & tear.	Dirt, Vermin & other conditions prejudicial to health.
British ...	414	Nil	8	10
Other Nations	25	Nil	3	2
Total ...	430	Nil	11	12

## VII.—Food Inspection.

### (1) Public Health (Imported Food) Regulations.

The following table supplied by the Food Inspector shows the quantities of foods detained as unsound, and the action taken during the year:—



Foods.	Quantities.	Dates Detained.	Action taken.	
Tomatoes	5 cwt.	13. 8.46	Surrendered and destroyed	15. 8.46
Chocolate	6 lbs.	15. 9.46	Surrendered and destroyed	1.10.46
Tomatoes	2 tons 1 cwt. 2 qtrs. 23 lbs.	19. 9.46	Surrendered and destroyed	26. 9.46
Tomatoes	1 ton	13.10.46	Surrendered and destroyed	17.10.46
Tomatoes	1 ton 10 cwt.	18.10.46	Surrendered and destroyed	21.10.46
Tomatoes	1 ton 10 cwt.	25.10.46	Surrendered and destroyed	28.10.46
Total weight of food destroyed 6 tons 6 cwt. 2 qtrs. 29 lbs.				

No action was taken during the year under the Public Health (Imported Food) Regulations, 1937, the Public Health (Imported Milk) Regulations, 1926, or the Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1940.

**(2) Shellfish.**

The shellfish beds, for which an Order for the relaying of shellfish for human food and for the efficient sterilization of cockles, winkles, mussels, razor fish, squins, and butterfish has been made, is defined in the Weymouth (Shellfish) Regulations, 1922, as "that part of the district which comprises Portland Harbour, and so much of the adjacent waters as lie to the west of a straight line drawn from the Southern extremity of Redcliffe Point to the Eastern extremity of Grove Point, including the Backwater of Weymouth Harbour."

The foreshores from whence shellfish are collected have been kept under observation by the Sanitary Inspector, so far as such can be done consistently with the carrying out of other essential duties.

No complaints were received during the year as to the collecting of shellfish, for the purposes of sale, from polluted foreshores within the district.

Other shellfish are found around the coast and consumed in Weymouth and the surrounding districts. Lobsters, crabs, crayfish and prawns—all are thoroughly cooked before being offered for sale to the public.

No case of Infectious Disease attributed to shellfish from these beds has been notified to your Medical Officer during 1946.

**(3) Number of Samples of Food examined by:—**

- (a) Bacteriologist—nil.
- (b) Analyst—nil.



This concludes my Report for the year 1946, and I wish to express to the Chairman and Members of the Authority my appreciation of their courtesy and consideration. I must also express my indebtedness to the Sanitary Inspector, Mr. E. V. Abbey, for his help in compiling this Report, and for the efficient way in which he has carried out his duties during the year.

I am, Gentlemen,

Your obedient Servant,

M. J. SAUNDERS,

Port Medical Officer.

10th March, 1947.

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**Weymouth Port Health Authority.**

Portland Harbour,

Dorset,

February 25th, 1947.

To Dr. M. J. Saunders,

Port Medical Officer of Health.

Dear Sir,

In accordance with the requirements of Art. XXVII. (18) of the Sanitary Officers (outside London) Regulations, 1925, of the Ministry of Health, I herewith submit particulars as to my work during 1946, as Port Health Inspector and Food Inspector to the Weymouth Port Health Authority.

375 ships were examined at Weymouth, and 64 at Portland, making a total of 439 for the year.

Nuisances were found in 23 vessels, 12 of which were abated before the vessels concerned left this Port.

# Particulars of Ships inspected in the Port during 1946.

Nationality.	Where Inspected.	
	Weymouth.	Portland.
British ... ..	364	50
American ... ..	1	0
Danish ... ..	0	2
Norwegian ... ..	0	1
French ... ..	2	3
Swedish ... ..	4	2
Dutch ... ..	2	1
Greek ... ..	1	0
Belgian ... ..	1	0
Finnish ... ..	0	1
Estonian ... ..	0	1
Panamanian ... ..	0	3
Totals ... ..	375	64

## Classification :—

Steamships from Foreign ...	314	17
Motor Vessels from Foreign ...	40	11
Sailing Vessels from Foreign ...	3	0
Fishing Vessels from Foreign...	0	1
Total Foreign ...	357	29

Steamships from Coastwise ...	8	30
Motor Vessels from Coastwise...	6	5
Sailing Vessels from Coastwise.	0	0
Fishing Vessels from Coastwise.	4	0
Total Coastwise ...	18	35

Total Foreign and Coastwise ...	375	64
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### Nature of Inspections made during the year 1946.

Total Number of Vessels Inspected	...	...	...	439
Re-inspection after the giving of Notices	...	...	...	37
Inspection of Water Boats	...	...	...	4
Revisits to Ships discharging Food Cargoes	...	...	...	71
Visits in connection with the Deratisation of Ships, under the Port Sanitary Regulations, 1933	...	...	...	66
Total				617

### Number and Results of Notices Served.

The following table shews the number of notices served during the year, and the number which were satisfactorily complied with:—

	Notices served.	Notices complied with.
Informal	23	12
Statutory	0	0

### Food Inspection.

347 visits, and 71 re-visits, were made to vessels discharging food cargoes during the year. Six consignments of food were dealt with as unsound, and were all destroyed. A list of unsound foods is included in the Report.

The total number of packages of food landed in the Port during 1946 were:—Tomatoes, 4,680,055 packages (weight 29,607 tons). Various fruit and vegetables, 169,483 packages (weight 750 tons). Potatoes, 1,303 packages (weight 65 tons). Flour, 2,504 bags. Shellfish, 49 packages. The total number of packages of foods landed during 1946 was 4,853,394.

I wish to express my thanks to the Chairman and Members of the Port Health Authority and to yourself as

Port Medical Officer for the support and consideration afforded me during the year. Also to the Officers of H.M. Customs Waterguard, the Manager and Staff of the Portland Coaling Co., and various members of the Great Western Railway Co.'s Office and Pier Staff, for the assistance which has been so willingly accorded to me.

I am, Sir,

Your obedient Servant,

EDWARD W. ABBEY,

Port Health and Food Inspector.











